

APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

IMPORTANT: Please consult the "Instructions for Completing the Project Application" for assistance in completion of this form.

CB 21 G

SUBDIVISION: VILLAGE OF WOODLAWN CODE# 061-86366

DISTRICT NUMBER: 2 COUNTY: Hamilton DATE 09 / 16 / 02

CONTACT: MR. DAVID M. EMERICK PHONE # (513) 791-1700 (THE PROJECT CONTACT PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE ON A DAY-TO-DAY BASIS DURING THE APPLICATION REVIEW AND SELECTION PROCESS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS)

FAX (513) 791-1736 E-MAIL Demerick@cds-assoc.com

PROJECT NAME: MARION ROAD IMPROVEMENTS
(ANTHONY WAYNE AVENUE TO CHESTER ROAD)

SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
☐ 2. City
☐ 3. Township
☒ 4. Village
☐ 5. Water/Sanitary District
(Section 6119 O.R.C.)

FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$ 479,000.00
☐ 2. Loan \$ _____
☐ 3. Loan Assistance \$ _____

PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
☐ 2. Bridge/Culvert
☐ 3. Water Supply
☐ 4. Wastewater
☐ 5. Solid Waste
☐ 6. Stormwater

TOTAL PROJECT COST: \$ 599,000.00 FUNDING REQUESTED: \$ 479,000.00

DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$ 479,200 ~~479,000~~ LOAN ASSISTANCE: \$ _____

SCIP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

RLP LOAN: \$ _____ RATE: _____ % TERM: _____ yrs.

FUNDED WITH
SCIP FUNDS

(Check Only 1)

- ☒ State Capital Improvement Program ☒ Small Government Program
☐ Local Transportation Improvements Program

OFFICE OF NEW BURLINGTON
COUNTY ENGINEER
2002 SEP 20 PM 2:42

FOR OPWC USE ONLY

PROJECT NUMBER: C _____ / C _____
Local Participation _____ %
OPWC Participation _____ %
Project Release Date: ____ / ____ / ____
OPWC Approval: _____

APPROVED FUNDING: \$ _____
Loan Interest Rate: _____ %
Loan Term: _____ years
Maturity Date: _____
Date Approved: ____ / ____ / ____
SCIP Loan _____ RLP Loan _____

1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		TOTAL DOLLARS	FORCE ACCOUNT DOLLARS
a.)	Basic Engineering Services:	\$ <u> .00</u>	<u> </u>
	Preliminary Design	\$ <u> .00</u>	
	Final Design	\$ <u> .00</u>	
	Bidding	\$ <u> .00</u>	
	Construction Phase	\$ <u> .00</u>	
	Additional Engineering Services	\$ <u> .00</u>	<u> </u>
	*Identify services and costs below.		
b.)	Acquisition Expenses:		
	Land and/or Right-of-Way	\$ <u> .00</u>	<u> </u>
c.)	Construction Costs:	\$ <u> 544,590.00</u>	<u> </u>
d.)	Equipment Purchased Directly:	\$ <u> .00</u>	
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)	\$ <u> .00</u>	
f.)	Construction Contingencies:	\$ <u> 54,410.00</u>	
g.)	TOTAL ESTIMATED COSTS:	\$ <u> 599,000.00</u>	
*List Additional Engineering Services here:			
Service:		Cost:	

1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u> .00</u>	<u> </u>
b.) Local Revenues	\$ <u>59,900.00</u>	<u>10%</u>
c.) Other Public Revenues	\$ <u> .00</u>	<u> </u>
ODOT	\$ <u> .00</u>	<u> </u>
Rural Development	\$ <u> .00</u>	<u> </u>
OEPA	\$ <u> .00</u>	<u> </u>
OWDA	\$ <u> .00</u>	<u> </u>
CDBG	\$ <u> .00</u>	<u> </u>
OTHER <u>MRF (2003)</u>	\$ <u>59,900.00</u>	<u>10%</u>
SUBTOTAL LOCAL RESOURCES:	\$ <u>119,800.00</u>	<u>20%</u>
d.) OPWC Funds		
1. Grant	\$ <u>479,200.00</u>	<u>80%</u>
2. Loan	\$ <u> .00</u>	<u> </u>
3. Loan Assistance	\$ <u> .00</u>	<u> </u>
SUBTOTAL OPWC RESOURCES:	\$ <u>479,200.00</u>	<u>80%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>599,000.00</u>	<u>100%</u>

1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# Sale Date:
STATUS: (Check one)
 Traditional
 Local Planning Agency (LPA)
 State Infrastructure Bank

2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

2.1 PROJECT NAME: MARION ROAD IMPROVEMENTS (ANTHONY WAYNE AVENUE TO CHESTER ROAD)

2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

A: SPECIFIC LOCATION:

Marion Road – From Anthony Wayne Avenue east to Chester Road, as shown on the attached vicinity map, Hamilton County, Ohio.

PROJECT ZIP CODE: 45215

B: PROJECT COMPONENTS:

Remove existing driveway culverts; fill in existing ditchlines and construct new curbs and storm sewers for the entire project length; replace existing deteriorated asphalt walks with concrete walks; replace driveway aprons; repair roadway pavement failure areas and resurface with a 1-1/2" asphalt concrete leveling course and a 1-1/4" asphalt concrete surface course.

C: PHYSICAL DIMENSIONS / CHARACTERISTICS:

This section of Marion Road is approximately 1,770' long and varies in width from 22' to 24'.

D: DESIGN SERVICE CAPACITY:

Detail current service capacity vs. proposed service level.

Road or Bridge: Current ADT 6,788 Year: 1998 Projected ADT: _____ Year: _____

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ _____ Proposed Rate: \$ _____

Stormwater: Number of households served: _____

The daily traffic on Marion Road is 6,788 vehicles per day as determined by a 1997 machine count conducted by CDS Associates, Inc.

2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years - Roadway

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 599,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$.00

4.0 PROJECT SCHEDULE: *

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>05 / 05 / 03</u>	<u>08 / 01 / 03</u>
4.2 Bid Advertisement and Award:	<u>08 / 04 / 03</u>	<u>09 / 09 / 03</u>
4.3 Construction:	<u>09 / 06 / 03</u>	<u>06 / 25 / 04</u>
4.4 Right-of-Way/Land Acquisition:	<u>N/A</u>	<u>N/A</u>

* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

5.0 APPLICANT INFORMATION:

5.1 CHIEF EXECUTIVE

OFFICER Mr. Jack P. Layne
TITLE Village Manager
STREET Village of Woodlawn
10101 Woodlawn Boulevard
CITY/ZIP Village of Woodlawn, Ohio 45215
PHONE (513) 771-4143
FAX (513) 771-3066
E-MAIL wmunicipalbldg@cinci.rr.com

5.2 CHIEF FINANCIAL

OFFICER Ms. Ronnise Handy
TITLE Finance Director
STREET Village of Woodlawn
10101 Woodlawn Boulevard
CITY/ZIP Village of Woodlawn, Ohio 45215
PHONE (513) 771-6130
FAX (513) 771-3066
E-MAIL wmunicipalbldg@cinci.rr.com

5.3 PROJECT MANAGER

TITLE Mr. David M. Emerick, P.E.
STREET Village Engineer
CDS Associates, Inc.
11120 Kenwood Road
CITY/ZIP Cincinnati, Ohio 45242
PHONE (513) 791-1700
FAX (513) 791-1936
E-MAIL Demerick@cds-assoc.com

Changes in Project Officials must be submitted in writing from the CEO.

6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [] below that each item listed is attached.

- [x] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [x] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.
- [x] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [x] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [x] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding of the project.

Mr. Jack P. Layne, Village Manager
Certifying Representative (Type or Print Name and Title)

Jack P. Layne, Village Manager 9/20/02
Signature/Date Signed

CDS Associates, Inc.

MARION ROAD IMPROVEMENTS
Project: ANTHONY WAYNE AVENUE TO CHESTER ROAD
VILLAGE OF WOODLAWN, OHIO

DATE: 9/16/2002
PROJECT: 2002012-10

SCIP

Item No.	Spec No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
1	203	EMBANKMENT	2,000	CY	\$15.00	\$30,000.00
2	253	PAVEMENT REPAIR	500	SY	\$45.00	\$22,500.00
3	401	ASPHALT DRIVEWAY REPLACEMENT	610	SY	\$35.00	\$21,350.00
4	403	ASPHALT CONCRETE LEVELING COURSE	260	CY	\$85.00	\$22,100.00
5	404	ASPHALT CONCRETE SURFACE COURSE	200	CY	\$85.00	\$17,000.00
6	407	TACK COAT	490	GAL	\$1.00	\$490.00
7	452	CONCRETE DRIVEWAY APRON	100	SY	\$50.00	\$5,000.00
8	603	12" CONDUIT	1,850	LF	\$45.00	\$83,250.00
9	603	18" CONDUIT	1,760	LF	\$55.00	\$96,800.00
10	604	MANHOLE	2	EA	\$2,000.00	\$4,000.00
11	604	CB-3 CATCH BASIN	18	EA	\$1,500.00	\$27,000.00
12	604	ADS 15" X 15" DRAIN BASIN	20	EA	\$600.00	\$12,000.00
13	604	MANHOLES ADJUSTED TO GRADE	10	EA	\$250.00	\$2,500.00
14	608	CONCRETE WALK	7,000	SF	\$5.50	\$38,500.00
15	609	CONCRETE CURB AND GUTTER	3,600	LF	\$21.00	\$75,600.00
16	614	MAINTAINING TRAFFIC	1	LS	\$12,000.00	\$12,000.00
17	638	WATERMAIN RELOCATION	300	LF	\$120.00	\$36,000.00

CDS Associates, Inc.

MARION ROAD IMPROVEMENTS

Project: ANTHONY WAYNE AVENUE TO CHESTER ROAD

VILLAGE OF WOODLAWN, OHIO

DATE: 9/16/2002

PROJECT: 2002012-10

SCIP

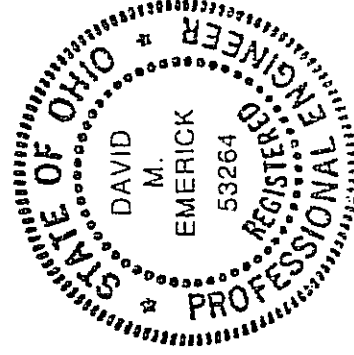
Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
18	641	PAVEMENT MARKING	1	LS	\$1,500.00	\$1,500.00
19	1112	FIRE HYDRANT AND VALVE	7	EA	\$5,000.00	\$35,000.00
20	1132	RESETTING EXISTING CURB AND ROADWAY BOXES	40	EA	\$50.00	\$2,000.00
		SUBTOTAL				\$544,590.00
		CONTINGENCIES				\$54,410.00
		ESTIMATED CONSTRUCTION COST				\$599,000.00

USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE MARION ROAD (Anthony Wayne Avenue to Chester Road) IMPROVEMENTS WILL BE 20 YEARS.

THE ABOVE OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLAN COMPLETION, AND UPON RECEIPT OF BIDS FROM QUALIFIED CONTRACTORS.

David M. Emerick

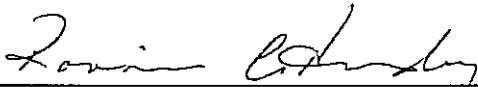
Dave Emerick, P.E., #53264



CERTIFICATION OF FUNDS

Concerning the Marion Road Improvements Project (Anthony Wayne Avenue to Chester Road), the Village of Woodlawn will contribute \$59,900 from Village funds. The Village of Woodlawn has applied for \$59,900 from Hamilton County MRF to cover the remaining portion of this local contribution of \$119,800.

I hereby certify that the \$59,900 portion of the local share fund for the above project will be available on or before the dates listed in the Project Schedule Sections.



Ronnise C. Handy, Finance Director
Village of Woodlawn, Ohio



Date



Village of Woodlawn

Incorporated 1941

Susan Upton Farley
Mayor

10141 Woodlawn Blvd.
Woodlawn, Ohio 45215-1324
Phone: (513) 771-6130
Fax: (513) 771-3066
June 5, 2005

<http://www.beautifulwoodlawn.us>

Walter Obermeyer
Interim Manager

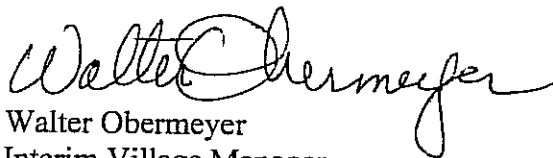
Mr. Joe Cottrill
District Liaison Officer
Hamilton County Engineer's Office
10480 Burlington Road
Cincinnati, OH 45231

Re: \$479,200.00 Loan for Marion Road Improvements

Dear Mr. Cottrill:

The Village of Woodlawn's Council met and voted to accept this 0% loan with a 20-year payback. The repayment will be made from Fund 212, Street and Road Improvement. Please advise if additional information is needed.

Regards,



Walter Obermeyer
Interim Village Manager

/mh

Scott A. Gelder
Rodney Minter

Village Council
Rowena Gillam
Johnnie Rabb

Mary Livers Gowdy
Raymond Terrell

County of Hamilton

WILLIAM W. BRAYSHAW, P.E.-P.S. COUNTY ENGINEER

700 COUNTY ADMINISTRATION BUILDING

138 EAST COURT STREET

CINCINNATI, OHIO 45202-1272

PHONE (513) 946-4250

FAX (513) 946-4288

December 23, 2002

Mr. W. Laurence Bicking, Director
Ohio Public Works Commission
65 East State Street, Suite 312
Columbus, OH 43215

Attention: Rob White, Program Representative
RE: District 2 Program Year 2003 (Round 17) MRF funding Status of Funds

Dear Rob:

The following projects approved by the District 2 Integrating Committee for Program Year 2003 funding will utilize Municipal Road Funds for a portion of their matching funds:

City of Cincinnati, Kirby Road Improvements - \$420,000 (LTIP)
City of Blue Ash, Reed Hartman Highway Phase 2 Improvements - \$100,000 (LTIP)

Addyston, First Street Widening Project - \$58,190 (SM. GOVT.)
Newtown, Round Bottom Road Drainage Improvement - \$30,000 (SM. GOVT.)
Cleves, State Road Reconstruction - \$50,000 (SM. GOVT.)
Amberley Village, Galbraith Road Improvement - \$79,222 (SM. GOVT.)
Lockland, Wyoming Avenue Rehabilitation - \$50,000 (SM. GOVT.)
Woodlawn, Marion Road Improvement - \$59,900 (SM. GOVT.)
Glendale, Congress Road Improvement - \$64,128 (SM. GOVT.)

Cleves, Westgate & Scott Street Reconstruction - \$60,000 (CONTINGENCY)
Sharonville, US 42 Roadway Improvement - \$94,500 (CONTINGENCY)
Cheviot, Bridgetown Road Improvement - \$63,919 (CONTINGENCY)

In April 2003, these projects will be recommended to the Hamilton County Commissioners for funding in the amounts stated above. Once approved, this office will forward to you a copy of the approval.

Should any additional information be needed in OPWC's consideration of these projects, please contact Mr. Joe Cottrill, District 2 Liaison Officer, at (513) 946-8906.

Sincerely,



WILLIAM W. BRAYSHAW, CHAIRMAN
DISTRICT 2 INTEGRATING COMMITTEE

RECORD OF RESOLUTIONS

rm 6301

BARRETT BROTHERS, PUBLISHERS, SPRINGFIELD, OHIO

Form 6301

Resolution No. 27-2000

Passed August 22, 192000

A RESOLUTION AUTHORIZING THE MUNICIPAL MANAGER TO EXECUTE DOCUMENTS AND ENTER INTO AGREEMENT FOR IMPROVEMENTS TO MARION ROAD (STATE ROUTE 4 TO ANTHONY WAYNE AVENUE), MARION ROAD (ANTHONY WAYNE TO CHESTER ROAD), RIDDLE ROAD AND STATE ROUTE 4 CULVERT REPLACEMENT.

NOW THEREFORE, BE IT ORDAINED by the Council of the Village of Woodlawn, (hereinafter called the "Village"): Hamilton County, Ohio:

SECTION I: That the Municipal Manager of Woodlawn, Ohio shall be its Chief Executive Officer.

SECTION II: That the Municipal Manager of Woodlawn, Ohio is hereby authorized to execute all necessary and proper documents, forms and instruments and to enter into agreements with the Ohio Public Works Commission for the securing and expenditure of Ohio State Infrastructure Funds.

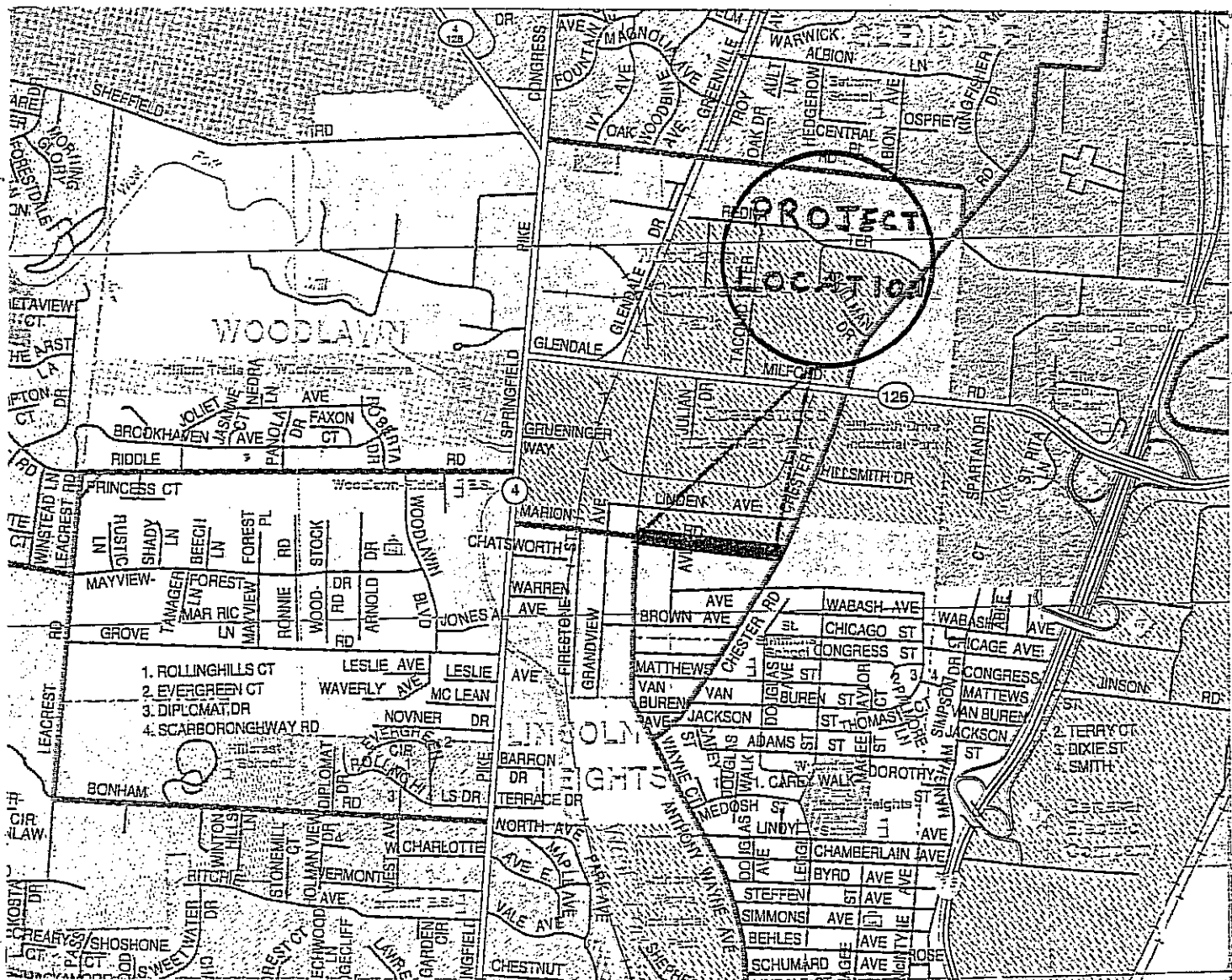
SECTION III: That this resolution is hereby declared to be an emergency measure necessary to the peace, health, safety and welfare of the Village of Woodlawn, Ohio and shall take effect immediately upon its passage. The reason for this emergency is to assist in the application of the Village of Woodlawn, Ohio for Ohio State Infrastructure Funds.

ADOPTED at a regular and adjourned Council Meeting of the Village of Woodlawn this 22nd day of August, 1999.2000

Lusan Vpton Farley
Mayor

Date: August 22, 2000

Witness: Brenda B. Love

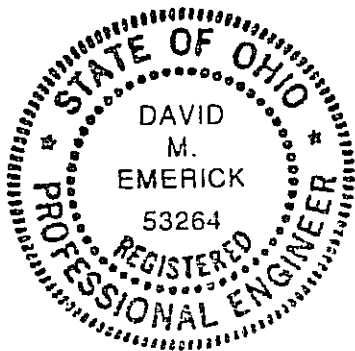


VICINITY MAP

MARION ROAD – ANTHONY WAYNE AVE.
TO CHESTER ROAD

TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.



David M. Emerick 9-19-02
David M. Emerick, P.E. Date

LOCATION: MARION AVE. 200' E OF RT. 4
 WOODLAWN OHIO
 7/30/97

CHANNEL A = EB

CHANNEL B = WB

TIME	INT	CH1	CH2
9:45	1	46	36
10:00	2	27	35
10:15	3	37	28
10:30	4	25	29
10:45	5	38	39
11:00	6	44	40
11:15	7	34	34
11:30	8	31	49
11:45	9	53	48
12:00	10	73	65
12:15	11	74	60
12:30	12	83	51
12:45	13	94	57
13:00	14	57	48
13:15	15	57	41
13:30	16	52	40
13:45	17	36	41
14:00	18	50	46
14:15	19	48	68
14:30	20	59	46
14:45	21	50	46
15:00	22	43	59
15:15	23	50	68
15:30	24	37	73
15:45	25	53	59
16:00	26	59	60
16:15	27	65	60
16:30	28	61	75
16:45	29	66	95
17:00	30	80	91
17:15	31	57	114
17:30	32	59	104
17:45	33	54	118
18:00	34	70	90
18:15	35	52	49
18:30	36	78	60
18:45	37	55	33
19:00	38	55	65
19:15	39	56	39
19:30	40	36	27
19:45	41	34	46
20:00	42	39	47

20:15	43	46	44
20:30	44	46	49
20:45	45	32	35
21:00	46	23	42
21:15	47	26	51
21:30	48	28	34
21:45	49	28	36
22:00	50	34	48
22:15	51	24	25
22:30	52	29	22
22:45	53	10	23
23:00	54	21	23
23:15	55	17	19
23:30	56	22	17
23:45	57	10	15
0:00	58	9	10
0:15	59	9	7
0:30	60	7	7
0:45	61	8	6
1:00	62	2	4
1:15	63	3	3
1:30	64	4	12
1:45	65	7	3
2:00	66	4	4
2:15	67	3	10
2:30	68	2	9
2:45	69	0	5
3:00	70	3	4
3:15	71	3	6
3:30	72	0	4
3:45	73	8	2
4:00	74	3	5
4:15	75	0	8
4:30	76	0	1
4:45	77	3	2
5:00	78	5	5
5:15	79	2	7
5:30	80	10	1
5:45	81	14	10
6:00	82	14	4
6:15	83	21	8
6:30	84	38	9
6:45	85	38	8
7:00	86	40	15
7:15	87	53	13
7:30	88	66	18
7:45	89	98	29
8:00	90	70	25
8:15	91	65	34

8:30	92	46	25
8:45	93	47	35
9:00	94	58	28
9:15	95	50	36
9:30	96	33	35

TOTAL:	3469	3319
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ADT:	6788
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ADDITIONAL SUPPORT INFORMATION

For Program Year 2003 (July 1, 2003 through June 30, 2004), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant shall also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT? X YES NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

1) What is the condition of the existing infrastructure that is to be replaced or repaired?

Give a brief statement of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR36 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

Pavement wearing course is cracked and oxidized and surface aggregate is polished. Deep ditchlines are located immediately adjacent to roadway edges, resulting in a safety hazard for motorists. The roadside grading does not meet ODOT or Village of Woodlawn standards. Some shoulder areas are eroded, resulting in the breakdown of pavement edges. Pedestrians and school children must walk through deep ditchlines with steep side slopes to cross the roadway or board buses.

The ditchlines and driveway culverts do not control stormwater effectively, and are constantly filling with silt, rocks and debris. Stormwater backups along this section of Marion Road have resulted in inundation of yards and water in some homes. The resident at #575 Marion Road has repeatedly experienced stormwater flowing down his driveway, and into his garage and living areas due to capacity problems with the storm sewers. Existing sidewalks are deteriorating with numerous bumps, and cracked areas. Intersection radii are not sufficient for truck turning.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The pavement surface is polished smooth, causing lack of traction for vehicles. Deep ditchlines with steep side slopes are located adjacent to the roadway edges, resulting in no recovery area and therefore, a safety hazard for motorists. Existing walkways are cracked and uneven, creating a trip hazard. Deep ditchlines provide unsure footing for school children crossing to board buses. Placement of curbs, walks and ditchline filling will alleviate these safety hazards.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Proposed curbs and storms sewers will effectively control storm water, relieving backups and inundation of right-of-way areas, yards and basements. Alleviation of ponding will serve to control mosquito breeding and infestation.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Grove Road / Woodlawn Boulevard Improvements
Priority 2 Marion Road Improvements (SR 4 to Anthony Wayne Avenue)
Priority 3 Marion Road Improvements (Anthony Wayne Avenue to Chester Road)
Priority 4 Riddle Road Improvements
Priority 5 _____

5) Will the completed project generate user fees or assessments?

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.).

No X Yes _____ If yes, what user fees and/or assessments will be utilized?

6) Economic Growth - How will the completed project enhance economic growth?

Give a statement of the projects effect on the economic growth of the service area (be specific).

Cleaning up the adjacent roadside ditchline areas and placement of curbs will increase residential property values.

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application for Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application for Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must be filed by August 30th of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

The Village of Woodlawn has applied for a 10% MRF matching funding.

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the District?

Describe how the proposed project will alleviate serious traffic problems or hazards (be specific).

Intersection radii will be increased, thereby facilitating truck turning movements.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS N/A

Proposed LOS _____

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

N/A

10) IF SCIP / LTIP funds are granted, when would the construction contract be awarded?

If SCIP / LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1, of this year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of Months 3

a.) Are preliminary plans or engineering completed? Yes x No _____ N/A _____

b.) Are detailed construction plans completed? Yes _____ No x N/A _____

c.) Are all utility coordination's completed? Yes _____ No x N/A _____

d.) Are all right-of-way and easements acquired (if applicable)? Yes _____ No _____ N/A x

If no, how many parcels needed for project? 0 Of these, how many are: Takes _____
Temporary _____
Permanent _____

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

N/A

e.) Give an estimate of time needed to complete any item above not yet completed. 4 Months.

11) Does the infrastructure have regional impact?

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Marion Road is a major collector street, which is often used as a connector from Chester Road and Anthony Wayne Avenue to S.R. 4. Marion Road provides the primary access to the south-east portion of Woodlawn for emergency vehicles and the service department. S.R. 4 is a major arterial serving communities from downtown Cincinnati through the Tri-County area to Hamilton, Ohio.

12) What is the overall economic health of the jurisdiction?

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weigh limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will the ban be removed after the project is completed? Yes _____ No _____ N/A x

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 6,788 x 1.20 = 8,146 Users

Water / Sewer: Homes _____ x 4.00 = _____ Users

15) Has the jurisdiction enacted the optional \$5.00 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply).

Operational \$5.00 License Tax	<u>YES</u>	Specify type <u>Hamilton County License Tax by Agreement</u>
Infrastructure Levy	<u>NO</u>	Specify type _____
Facility Users Fee	<u>NO</u>	Specify type _____
Dedicated Tax	<u>NO</u>	Specify type _____
Other Fee, Levy or Tax	<u>NO</u>	Specify type _____

**MARION ROAD
(ANTHONY WAYNE AVENUE TO CHESTER ROAD)
VILLAGE OF WOODLAWN**



Ditchlines continually collect debris, which clogs the deteriorated culverts. Also, note the erosion at the edges of pavement and poor condition of the asphalt walks.



**MARION ROAD
(ANTHONY WAYNE AVENUE TO CHESTER ROAD)
VILLAGE OF WOODLAWN**



Debris and heavy growth in ditchline obstructing flow.



Silt, rocks, and debris has collected in the ditchline, partially obstructing the flow at a culvert.

**MARION ROAD
(ANTHONY WAYNE AVENUE TO CHESTER ROAD)
VILLAGE OF WOODLAWN**



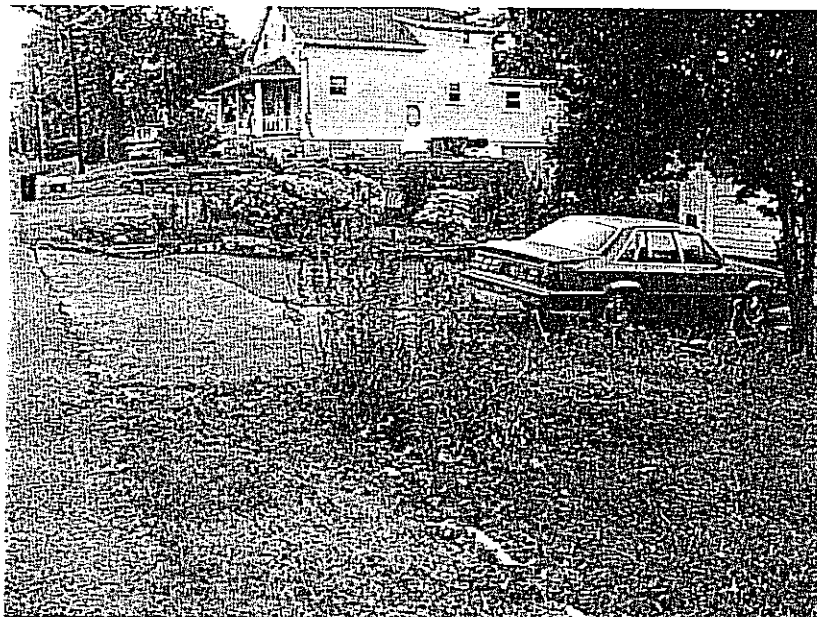
Asphalt concrete sidewalk is in poor condition with numerous bumps and rough edges.



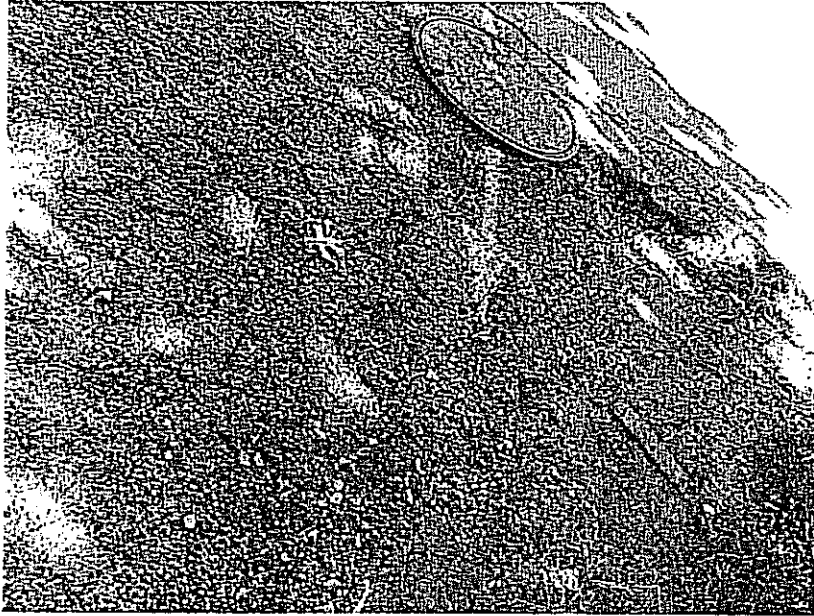
**MARION ROAD
(ANTHONY WAYNE AVENUE TO CHESTER ROAD)
VILLAGE OF WOODLAWN**



During severe storms, water flows out of the culvert and inlet (at left of photos) and flows down the adjacent driveway past the parked car into the first floor at house at #575 Marion Road.



**MARION ROAD
(ANTHONY WAYNE AVENUE TO CHESTER ROAD)
VILLAGE OF WOODLAWN**

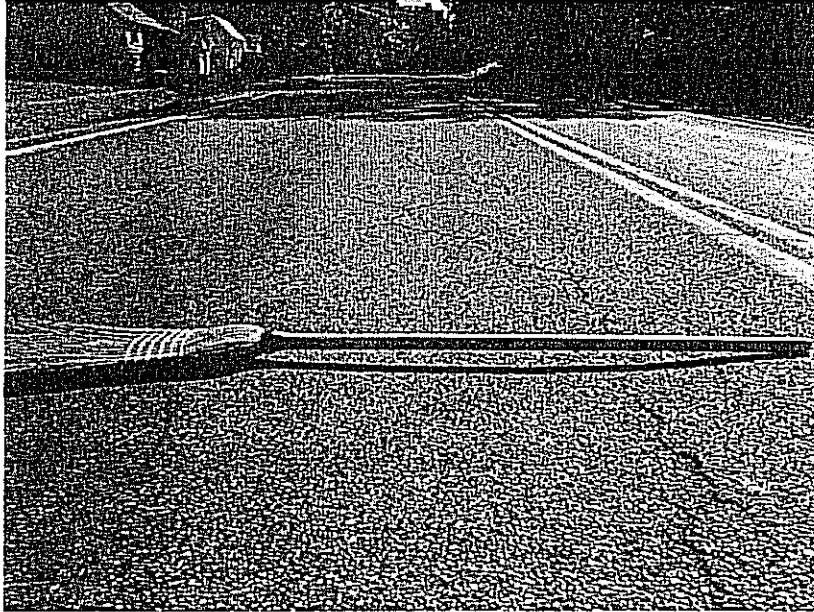


Pavement base failure, potholing, and rutting at the intersection of Marion Road and Forest Avenue.



Pavement cracking.

**MARION ROAD
(ANTHONY WAYNE AVENUE TO CHESTER ROAD)
VILLAGE OF WOODLAWN**



Pavement cracking and wheel rutting at the intersection of Marion Road and Anthony Wayne Avenue. Also, note the polished surface aggregate.

VILLAGE OF WOODLAWN, HAMILTON COUNTY
 COMBINED STATEMENT OF RECEIPTS, DISBURSEMENTS AND CHANGES IN FUND CASH BALANCES
 GOVERNMENTAL FUND TYPES
 FOR THE YEAR ENDED DECEMBER 31, 2001

	General	Special Revenue	Debt Service	Capital Projects	Totals (Memorandum Only)
RECEIPTS					
Property and Other Local Taxes	\$3,112,990	\$505,059	\$0	\$165,129	\$3,783,178
Intergovernmental Receipts	344,696	222,552	0	97,800	665,048
Special Assessments	0	0	1,272	0	1,272
Charges for Services	110,881	1,426	0	0	112,307
Fines, Licenses and Permits	123,454	9,425	0	0	132,879
Miscellaneous	89,997	32,214	324	20,050	142,585
Total Receipts	3,782,018	770,676	1,596	282,979	4,837,269
DISBURSEMENTS					
Current:					
Security of Persons and Property	2,245,857	17,045	0	130,394	2,393,296
Leisure Time Activities	369,668	235,740	0	905,292	1,510,700
Community Environment	109,617	35,377	0	0	144,994
Basic Utility Services	594,389	0	0	22,290	616,679
Transportation	0	83,813	0	0	83,813
General Government	1,301,716	23,544	24	(21,131)	1,304,153
Capital Outlay	0	0	0	71,290	71,290
Debt Service	0	0	0	3,859,551	3,859,551
Total Disbursements	4,621,247	395,519	24	4,967,686	9,984,476
Excess of Receipts Over (Under) Disbursements	(839,229)	375,157	1,572	(4,684,707)	(5,147,207)
OTHER FINANCING SOURCES (USES)					
Proceeds from Sale of Fixed Assets	0	0	0	339,073	339,073
Proceeds From the Sale of Notes	0	0	0	4,313,074	4,313,074
Operating Transfers-In	1,151,144	15,829	0	69,310	1,236,283
Operating Transfers-Out	(98,586)	(323,076)	0	(828,977)	(1,250,639)
Total Other Financing Sources (Uses)	1,052,558	(307,247)	0	3,892,480	4,637,791
Excess of Receipts and Other Financing Sources Over (Under) Disbursements and Other Financing Uses	213,329	67,910	1,572	(792,227)	(509,416)
Fund Cash Balances (Deficit), January 1	(125,418)	107,453	20,708	807,053	809,796
Fund Cash Balances, December 31	\$87,911	\$175,363	\$22,280	\$14,826	\$300,380
Reserve for Encumbrances, December 31	\$11,998	\$0	\$0	\$10,668	\$22,666

This is an Unaudited Financial Statement

RESULTING EMPLOYMENT OPPORTUNITIES

- A. Temporary Employment: It is anticipated that 10 to 15 temporary construction jobs will be created as a result of this project.
- B. Full-time Employment: It is not anticipated that any new full-time employment will result from the proposed infrastructure activity.

PROJECT APPLICATION - MUNICIPAL ROAD FUND - 2003

INSTRUCTIONS: Use one form for each project. Assign priority to projects. The Municipality's Engineer, or a Registered Engineer of the Municipality's choosing shall prepare the application cost estimate. **Submit by August 30.**

- (1) Municipality Village of Woodlawn
- (2) Road Name Marion Road Improvements
- (3) Project Limits From Wayne Avenue to Chester Road
(Please give a "from – to" limit if possible).
- (4) Project Priority 3 (2003)
- (5) Present Roadway Data: (Answer all that apply)
- (a) Pav't. Width 22' - 25' (b) R/W Width 60' (c) Curb Type N/A
- (d) Type Surface Asph./Conc. (e) Type Base Aggregate (f) Shldr. Type Aggregate
- (g) Shldr. Width 0' – 2' (h) Year Last Resurfaced Unknown

- (6) **Present condition of project area:** List deficiencies and reasons for improvement.

Pavement wearing course is cracked and oxidized. Deep ditchlines are located close to the roadway, presenting a safety hazard to children and motorists. The ditchlines are continually filling with debris and are a maintenance problem. Driveway culverts are in poor condition. Sidewalks are uneven and deteriorated creating a further safety hazard for schoolchildren.

- (7) **Project description or statement of work to be done:** Include width and type of new pavement and other project particulars.

Fill in ditchlines and construct curbs and storm sewers on both sides of Marion Road. Base repairs, minor road reprofiling and resurfacing with a 1.5" asphalt concrete leveling course and a 1-1/4" surface course. Place new concrete walks and restore yard areas behind curbs.

SCIP/LTIP PROGRAM
ROUND 17 - PROGRAM YEAR 2003
PROJECT SELECTION CRITERIA
JULY 1, 2003 TO JUNE 30, 2004

NAME OF APPLICANT: WOODMILL

NAME OF PROJECT: WARRIOR RD - ADJACENT WARRIOR CREEK

RATING TEAM: 2

NOTE: See the attached "Addendum To The Rating System" for definitions, explanations and clarifications to each of the criterion points of this rating system.

CIRCLE THE APPROPRIATE RATING

- 1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?
- 25 - Failed ROAD NOT IN Appeal Score
23 - Critical DIRTY ROAD TO RAINSON CR.
20 - Very Poor 1.5 MILES IN DISTRICT
17 - Poor ROAD CLOSED FOR 2 WEEKS
15 - Moderately Poor SEE ROAD MAP
☒ 10 - Moderately Fair 10 POINTS AVERAGE BETWEEN 9 TO 10
5 - Fair Condition ROAD CONDITION
0 - Good or Better
- 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?
- 25 - Highly significant importance FLOODING AT ONE RESCUE Appeal Score
20 - Considerably significant importance
15 - Moderate importance
☒ 10 - Minimal importance NO ACCIDENT OR INJURY
0 - No measurable impact CONTENTION OF HAZARDOUS CONDITIONS
(NO SERIOUS INJURY)
- 3) How important is the project to the health of the Public and the citizens of the District and/or service area?
- 25 - Highly significant importance BASIN FLOODING Appeal Score
20 - Considerably significant importance CTED FOR 1 YEAR
15 - Moderate importance
☒ 10 - Minimal importance
0 - No measurable impact
- 4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?
Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).
- 25 - First priority project Appeal Score
20 - Second priority project
☒ 15 - Third priority project
10 - Fourth priority project
5 - Fifth priority project or lower
- 5) Will the completed project generate user fees or assessments?
- ☒ 10 - No Appeal Score
0 - Yes

6) Economic Growth – How the completed project will enhance economic growth (See definitions).

10 – The project will directly secure significant new employment

Appeal Score

7 – The project will directly secure new employment

5 – The project will secure new employment

3 – The project will permit more development

0 – The project will not impact development

7) Matching Funds - LOCAL

10 – This project is a loan or credit enhancement

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

0 – Less than 10%

8) Matching Funds - OTHER

10 – 50% or higher

8 – 40% to 49.99%

6 – 30% to 39.99%

4 – 20% to 29.99%

2 – 10% to 19.99%

1 – 1% to 9.99%

0 – Less than 1%

9) Will the project alleviate serious traffic problems or hazards or respond to the future level of service needs of the district?
(See Addendum for definitions)

10 – Project design is for future demand.

Appeal Score

8 – Project design is for partial future demand.

6 – Project design is for current demand.

4 – Project design is for minimal increase in capacity.

2 – Project design is for no increase in capacity.

10) Ability to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects)

5 – Will be under contract by December 31, 2003 and no delinquent projects in Rounds 14 & 15

3 – Will be under contract by March 31, 2004 and/or one delinquent project in Rounds 14 & 15

0 – Will not be under contract by March 31, 2004 and/or more than one delinquent project in Rounds 14 & 15

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 – Major impact

8 –

6 – Moderate impact

4 –

2 – Minimal or no impact

Appeal Score

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

Appeal Score

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

Appeal Score

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

Appeal Score

3 - One of the above

0 - None of the above

ADDENDUM TO THE RATING SYSTEM

General Statement for Rating Criteria

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

Criterion 1 - Condition

Condition is based on the amount of deterioration that is field verified or documented exclusive of capacity, serviceability, health and/or safety issues. Condition is rated only on the facility being repaired or abandoned. (Documentation may include: ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application.)

Definitions:

Failed Condition - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system; Hydrants: completely non functioning and replacement parts are unavailable.)

Critical Condition - requires moderate or partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system; Hydrants: some non-functioning, others obsolete and replacement parts are unavailable.)

Very Poor Condition - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or minor replacement of pipe sections; Hydrants: non-functioning and replacement parts are available.)

Poor Condition - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insiniform or other in ground repairs; Hydrants: functional, but leaking and replacement parts are unavailable.)

Moderately Poor Condition - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair; Hydrants: functional and replacement parts are available.)

Moderately Fair Condition - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

Fair Condition - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

Good or Better Condition - little to no maintenance required to maintain integrity.

Note: If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

Criterion 2 – Safety

The jurisdiction shall include in its application the type of safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 3 – Health

The jurisdiction shall include in its application the type and seriousness of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? Are leaded joints involved in existing water line replacements? In all cases, specific documentation is required.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

Criterion 4 – Jurisdiction’s Priority Listing

The jurisdiction **must** submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

Criterion 5 – Generate Fees

Will the local jurisdiction assess fees or project costs for the usage of the facility or its products once the project is completed (example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

Criterion 6 – Economic Growth

Will the completed project enhance economic growth and/or development in the service area?

Definitions:

Directly secure significant new employment: The project is specifically designed to secure a particular development/employer(s), which will add at least 100 or more new employees. The applicant agency must supply specific details of the development, the employer(s), and number of new permanent employees.

Directly secure new employment: The project is specifically designed to secure development/employers, which will add at least 50 new permanent employees. The applying agency must supply details of the development and the type and number of new permanent employees.

Secure new employment: The project is specifically designed to secure development/employers, which will add 10 or more new permanent employees. The applying agency must submit details.

Permit more development: The project is designed to permit additional business development. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

Criterion 7 – Matching Funds - Local

The percentage of matching funds which come directly from the budget of the applying local government.

Criterion 8 – Matching Funds - Other

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7.

Criterion 9 – Alleviate Traffic Problems

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion or hazards will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

Formula:

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

Definitions:

Future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Partial future demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

Current demand – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

Minimal increase – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

No increase – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.

Criterion 10 - Ability to Proceed

The Support Staff will assign points based on engineering experience and OPWC defined delinquent projects. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application may be considered as having a delinquent project.

Criterion 11 - Regional Impact

The regional significance of the infrastructure that is being repaired or replaced.

Definitions:

Major Impact - Roads: major multi-jurisdictional route, primary feed route to an Interstate, Federal Aid Primary routes.

Moderate Impact - Roads: principal thoroughfares, Federal Aid Urban routes

Minimal / No Impact - Roads: cul-de-sacs, subdivision streets

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.